

Project #	Project Title	Project Idea:	Location:	Need	Benefit	Neighborhood	Dep't	Dep't Comments	SCORE: Need at Location	SCORE: Community Benefit
17-435	Add missing sidewalks to Allison St.	As explained in (1) above, there is a need for here is a need for sidewalks where they are now missing; if possible, curbs and gutters should also be added.	East Allison Street is two blocks south of the University Bridge; this block of E. Allison St. is the 100 block	The one block of E. Allison Street which runs east and west between Eastlake Avenue and Fairview Avenue East is one of the steepest streets that lacks sidewalks in any urban village or urban center (Eastlake is a residential urban village). Because of the lack of sidewalks, people who are using a wheelchair or a stroller or are on foot (such as senior citizens) have difficulty going safely up or down E. Allison Street. So do bicyclists (who because the hill is too steep to ride up on a bicycle, must walk their bike up E. Allison St.). Drivers also have difficulty walking to and from their parked cars, which are not safely parked because of the lack of curbs. Although there are sidewalks, curbs, and gutters on the west half of the north side of the block, they are lacking on the rest of the block (about three quarters of the block, including the steepest upper half). There is a need for sidewalks where they are now missing; if possible, curbs and gutters should also be added. The 1998 Eastlake Neighborhood Plan and the 1999 Approval and Adoption Matrix that the Mayor and City Council adopted in response to the neighborhood plan recognized as a priority the need for sidewalks on this segment of E. Allison Street. In the 2014 Neighborhood Park and Street Fund process, SDOT approved for funding the missing half of sidewalk on the north side of Allison Street that is east of the half block of existing sidewalk, and preliminary engineering has been done. However, for some reason SDOT has dropped its efforts to follow through on the project. The project is even more urgently needed now than it was in 2014 and should be built, and preferably should not have to compete with projects newly proposed in the current 2017 applications cycle.	Not just the disabled, but all pedestrians and many bicyclists (who must walk their bikes) have trouble with this particularly steep block, where their need to be in the roadway places them at risk of falling, and the further risk of being hit by motor vehicles. The proposed sidewalks would reduce the risk of falling and also the risk of being hit by a motor vehicle. The proposed curbs would make it safer to park cars, which otherwise lack a firm tire stop. The proposed gutters would direct water away from the proposed sidewalks.	Eastlake	SDOT			
17-440	Improve intersection of NE 40th St & 7th Ave NE	The area needs to be re engineered by professionals. A roundabout or traffic's circle seems to make the most sense	NE 40th st and 7th Ave NE	Intersection of NE 40th st and 7th Ave NE is a nightmare- you can't cross you can't drive you can't do anything without waiting forever	Everyone	U-District	SDOT			
17-445	Traffic-calming near NE 43rd St and 8th Ave NE	Traffic calming strategy, like traffic circle and/or reduce parking near intersection for increased line-of-sight and maneuverability.	Non-arterial intersection at NE 43rd Street and 8th Avenue NE.	High collision rate at non-arterial residential intersection (5+ collisions in past three years).	Pedestrians and vehicle drivers who can avoid collisions at dangerous intersection.	U-District	SDOT			
17-446	Improve ped access to alley between University Way and 15th	Raised or painted crosswalk connecting high-intensity use between alleys hosting a diversity of alley-facing establishments.	Mid-block street crossings on NE 43rd and NE 42nd streets connecting the north-south alley between University Way NE and 15th Avenue NE.	Increased pedestrian and bike use of mid-block connection between alleyways hosting a number of alley-facing businesses, nonprofits, and a preschool, where the intersections are unclear for vehicular and pedestrian traffic both.	Pedestrians: parents and pre-school children, university students, shoppers, restaurant goers, the homeless; vehicles; and bikes.	U-District	SDOT			

17-447	Install lighting and sidewalk repairs near UW	Replace parts of the sidewalks and add street lights to each street.	Near the University of Washington, between 16th and 22nd and 45th and 52nd	Near the University of Washington, between 16th and 22nd and 45th and 52nd, there are broken and uprooted sidewalks that are a huge danger to students who live in the area. Beyond that, there are very few streetlights, contributing to the sexual assault problem on campus. Because this area is not in the University's jurisdiction, students are left with dangerous sidewalks and dark streets walking home at night.	All students of the University of Washington and the Ravenna area who walk the streets, live nearby, or visit friends.	U-District	SDOT
17-452	Repave section of NE 47th St, near Brooklyn	re-pave or patch street in the intersection of Brooklyn Av NE/NE 47th	east-west crossing on the north side of the intersection of NE 47th/Brooklyn Av NE	broken pavement in street makes it difficult for wheelchairs to navigate across the street.	anyone crossing this street with limited mobility.	U-District	SDOT
17-460	Add flashing beacons @ Sand Point Way NE & 50th Ave NE	Traffic study and evidence based remediation that addresses the results of the study.	50th Ave NE and Sand Point Way NE	I'd like to propose adding cross walk beacons along Sand Point Way NE bordered by 40th Ave NE and and 60th Ave NE. In this section of the city there are multiple crosswalks that enable neighborhood and hospital egress to the Burke Gilman Trail. Frequently cars run red lights at these intersections. In particular, the intersection at 50th Ave NE and Sand Point Way NE is extremely dangerous due to a blind curve on the NE section of the intersection. Motor vehicles have very little time to react to light changes and can be distracted. I am terrified for my daughters life. She is only 2 years old but will soon be riding her bike across the intersection and onto the Burke Gilman Trail.	Pedestrians, cyclists, families	Laurelhurst	SDOT
18-4012	Equipment Refurbishment at Terry Pettus Park	Replacement of wooden structure at Terry Pettus Park (E Newton St Street End) on Lake Union.	E Newton St Shoreline Street End (known as Terry Pettus Park), at Fairview Ave E.	The park features wooden retaining walls, steps, seating and boardwalk which is significantly rotted and a public safety issue - in need of replacement. The park also requires shoreline tree plantings to reduce current shoreline erosion.	Surrounding residents and employees in the Eastlake and South Lake Union neighborhoods who frequent the park as a favorite spot for sitting, reading, lunch, and even launching kayaks from the dock. Additional shoreline tree plantings would benefit juvenile salmon as well.	Eastlake	SPR
18-411	Traffic Calming on NE 41st. Street, between 43rd Ave NE & 44th Ave NE.	Install one speed radar sign...facing east.	On north side NE 41st. Street, between 43rd Ave NE & 44th Ave NE.	Constant stream of speeding cars driving down the street, heading west. There are many school children and seniors in this area. Plus it is a school bus pick-up and drop-off location.	School children nearby school, seniors plus people walking dogs up to the park.	Laurelhurst	SDOT

18-412	Crossing Improvements at NE 45th St & 8th Ave NE	Add a pedestrian island and crosswalk markings to improve pedestrian safety in an area of high – and increasing – foot traffic. This area is currently inhospitable to pedestrians with infrequent, non-standard crosswalks, complex traffic patterns and heavy vehicle congestion leading to driver frustration and risk taking.	Intersection of NE 45th St & 8th Ave NE in the U-District	This project will improve pedestrian safety in an area heavy foot traffic area that is currently inhospitable to pedestrians. Specifically, there are only 3 marked pedestrian crossings on NE 45th St. for the 0.3 miles between 5th Ave NE in Wallingford and Roosevelt Way NE in the U-District (a 7 minute walk at average walking speeds). Only 1 of the 3 (Roosevelt Way) is a standard crossing on all 4 sides of the intersection. The crossing at 5th Ave NE only permits pedestrians to cross on the west side of the intersection. The pedestrian crossing at NE 7th street is unusual – and dangerous - in that it is in the middle of the intersection, with cars traversing at speed on either side of pedestrians. While cars are not supposed to cross the crosswalk to change lanes, it happens with some regularity and I have observed several near misses with pedestrians. To avoid walking several extra blocks to cross the street (and then backtracking) and to avoid the sketchy crossing at 7th Ave NE, many pedestrians instead cross 45th near the intersection of 8th Ave NE. Pedestrians will “frogger” 45th in the area between Roethke Mews and the middle of the 800 block of NE 45th. This often leaves pedestrians standing in the heavily used center turn lane waiting for a break in traffic. Despite the lack of a marked crosswalk, many pedestrians I have spoken to prefer it to the mid-intersection crossing at 7th because cars patterns are more predictable and traffic is more frequently at a standstill. There is no notice to motorists of a pedestrian crossing here, which also creates issues for drivers. I have observed many near misses and have been myself surprised by pedestrians who step into the center turn lane from behind a tall vehicle. The recommendation is to install a pedestrian island in the center-turn lane as well as more obvious signage for motorists to make a safe and standard crossing of 45th in this area. This should help consolidate pedestrian traffic from the current block-long “frogger” zone into a safe, predictable crosswalk for both pedestrians and motorists. And it also helps pull pedestrian traffic away from the more complex, dangerous, and higher speed interchange with I-5.	The main beneficiaries are pedestrians – students going to/from UW, commuters using the freeway express bus stops, and residents of the nearby buildings. With the now approved U-District upzoning and coming light rail station, the number of people benefitting will increase. It should also make it easier for motorists by making pedestrian crossing patterns more predictable.	U District	SDOT	
18-431	Signage Improvements between 520 trail and Burke-Gilman trail	Additional signage between 520 trail and Burke Gilman for cyclists/pedestrians	Between 520 trail and Burke-Gilman trail	I live in the U-District and am very familiar with the area but some folk visiting me from the Eastside mentioned that the signage between 520 trail and Burke Gilman could have been better. My recollection is there's a great sign right at 520 trail but not much between that sign and the light rail station.	Cyclists/Pedestrians unfamiliar with the area.	U District	SDOT	Yes, SDOT recently adopted new bike wayfinding sign standards
18-432	Improvements on N.E. Pacific St. & Brooklyn Ave. NE	Change red arrow left-hand turn signals to flashing yellow signals.	Intersection of Stone Way N and N. 34th St., and intersection of N.E. Pacific St. & Brooklyn Ave. NE	Would help traffic flow. Congestion is worse all the time, especially due to reduction of auto lanes in areas where bicycle lanes have been added, as on 34th St. This would help reduce auto emissions and air pollution.	People who are trying to make turns and just miss the light, or it doesn't turn green at all because you didn't get there in time for the elect. eye. Also the cars backed up in the single through lane that is blocked because the left-hand turn lane is overflowing into that lane.	U District	SDOT	

18-435	Crossing Improvements at Campus Parkway & 12th	Remove or replace the light at Campus Parkway & 12th with a crosswalk or light assisted crosswalk	Campus Parkway & 12th (in the U-District)	The current light does not provide enough time for pedestrians to cross the entire intersection. Most pedestrians cross half the street and then (since there's low traffic) illegally cross the rest of the street after they get stuck in the median. The light slows everyone down (cars, pedestrians, bikes) and makes things more unsafe (since pedestrians now cross illegally when before they crossed legally on a crosswalk). Given the low volume of car traffic on the street I think we should not have a four way traffic light at that intersection. It's faster and smoother for everyone if pedestrians simply cross when they show up and traffic isn't stopped by a light unnecessarily. Since pedestrians frequently cross illegally when they show up anyway, having this as a crosswalk flags to cars what pedestrians actually are doing. And having it as a crosswalk instead of a light means cars aren't waiting for no reason when there aren't any pedestrians crossing. The side traffic from 12th wasn't having any trouble turning onto Campus, either, as far as I could tell when this was still a crosswalk. If the goal of the light is to assist pedestrians in crossing, then switch it to a light assisted crosswalk, triggered separately for each half of the street crossing.	Everyone who uses the intersection of campus parkway and 12th: Pedestrians, Bikes, Cars, Transit	U District	SDOT	Yes, signal timing can be reviewed. Recently installed signal will not be removed.
18-436	Crossing Improvements at NE 41st and Roosevelt	Crosswalk	NE 41st and Roosevelt (in the U-District)	There's a curb cut but it feels illegal to cross here. It is much much faster to cross Roosevelt by crosswalk than light. Traffic is usually either very light or hardly moving and in either scenario you can cross efficiently by crosswalk without slowing traffic much.	Pedestrians (potentially also cars if it decreases the number of pedestrians triggering a light at 42nd)	U District	SDOT	
18-439	Improvements at 43rd & Brooklyn	Street park - chairs & tables	43rd & Brooklyn to University NE	Provide open space with seating & prevents car traffic from driving the two way down a one way (VERY FREQUENTLY LATE AT NIGHT AT HIGH SPEEDS) and people from driving onto the sidewalks (often at high speeds without so much as glancing in a mirror) to turn around because they didn't know the street was closed	Community - allows for open space and seating - lack of green space in the neighborhood that is open to all - would be a nice amenity once light rail opens	U District	SDOT	OK, no chairs and tables.
18-440	Improvements at Sand Point Way NE and 36th ave NE	Add stop light advanced warning lights in conjunction with the pedestrian half-signal at NE 45th st and 36th ave NE. Vehicles frequently run this red light at high speeds because it turns red infrequently and is not very visible due to the curve of the road. photo enforcement would be a possible alternative.	Sand Point Way NE and 36th ave NE	To improve safety for pedestrians crossing sand point and accessing the burke gilman trail. This crossing has been a long-time neighborhood concern where at least one person has been critically injured by a driver: https://thelaurelhurstblog.blogspot.com/2010/03/two-incidents-in-neighborhood-today.html	This intersection is heavily used by people accessing the burke gilman trail and local businesses, especially from the UW student/family housing in Laurel Village.	Laurelhurst	SDOT	
18-441	Signage Improvements at University Way NE at NE 45th	Light the No Left Turn Signs hanging beside the traffice control lights (they cannot be seen)	University Way NE Ave at NE 45th	Pedestrians are hit and killed in Seattle.	I have witnessed many dozen of illegal left turns at this intersection. The NO LEFT TURN SIGNS on 3 of the 4 corner poles cannot be noticed becuase drivers are watching the traffic lights Red/Green/Yellow	U District	SDOT	
18-492	Improvements on University Way & 45th	Make major intersections all cross/all stop for pedestrians 7 cyclist	Jackson & 4,5 / u district university way & 45th /		Everyone	U District	SDOT	
18-448	Crossing Improvements on 27th Ave NE and NE Blakeley St	Flashing Beacons or marked crossing for neighborhood route from 27th Ave NE across fast moving/near low visibility curve on Blakeley St. Providing Burke Gilman access and improving walking path to University Village	27th Ave NE and NE Blakeley St	There is are steps up from the Burke Gilman to Blakeley St, but no corresponding crossing into neighborhoods to the north. This is both for trail access and a walking route to University Village. Blakeley St has a fairly blind curve at this point and additional signage would be helpful. Flashing beacons would allow cars approaching around the curve to know that someone was crossing from the south side of the street.	This benefits residents, particularly families who would prefer not to walk down 25th Ave NE due to the drive thru businesses that make it an unsafe route for pedestrians.	Ravenna	SDOT	

18-446	Traffic Calming on NE 50th st. between 30th ave NE and 35th ave NE	traffic calming on NE 50th st between 30th ave NE and 35th ave NE. Potential solutions include speed tables or pillows, and/or chicanes. designs should recognize that this is a frequently traveled bicycle route.	NE 50th st. between 30th ave NE and 35th ave NE	speeding is rampant on this excessively wide residential street. The most recent traffic study found the 85th percentile vehicle speeds were 28 mph (speed limit is 20), with several observed speeds well over 50 mph! this is a heavily traveled bicycle and pedestrian route, currently without sidewalks, but is frequently used as a cut-through for vehicles to access university village. The crest of the hill at about 33rd ave NE substantially reduces sight lines, increasing the danger of speeding. Timing of traffic calming implementation with the plan to install sidewalks on this section would decrease construction costs and impact to the neighborhood.	This route is heavily travelled by people accessing businesses along Blakeley, University Village, and UW family housing at Blakeley Village. It is also currently used by cyclists as a direct and more level connector between the burke gilman trail and north/south routes such as 35th ave NE or 36th ave NE. Usage of this connection is predicted to increase substantially after implementation of the 35th ave bike lane.	Bryant	SDOT
18-449	Improvements at NE 54th st, NE55th st, Ravenna ave NE and 22nd ave NE	all-way stop at NE 54th st, NE55th st, Ravenna ave NE and 22nd ave NE	NE 54th st, NE55th st, Ravenna ave NE and 22nd ave NE	Ambiguous right of way and blind curve makes complicated intersection dangerous for all users. It is difficult to walk across to access the bus stop across from Ravenna Park or for college students in area to get home after visiting businesses on 25th.	This would benefit people driving, walking, or biking this tricky unpleasant intersection. Adding clear right of way patterns would make it easier for people driving cars. It is challenging and scary to cross on foot, and a 4 way stop would benefit. This intersection is between the Burke Gilman trail and protected bike lanes on Ravenna, so is used by many people biking.	Ravenna	SDOT
18-450	Crossing Improvements on NE 55th St and Ravenna Place NE	Flashing beacons near Ravenna Park and 55th. Our community has tried crossing flags but they continue to disappear very quickly since this is a high traffic area. There is a lot of traffic at this crosswalk that is near a really confusing intersection.	NE 55th St and Ravenna Place NE	Pedestrian safety	Preschool students, UW students, neighbors walking to UW games and events and shopping/restaurant areas	Ravenna	SDOT
18-452	Crossing improvements/traffic calming at NE 55th st and 27th ave NE	Crossing improvements/traffic calming at NE 55th st and 27th ave NE. Potential improvements include curb bulbs, painted crosswalks, signage, and possibly an RRFB. Any potential solution should recognize heavy bicycle usage on 27th ave NE	NE 55th st and 27th ave NE	27th ave NE is heavily traveled by bicycles and pedestrians as it is a direct connection between the burke gilman trail, University Village, UW affordable housing at Blakeley Village, and the businesses on 55th st and the Ravenna business district on NE 65th st. 27th ave NE is slated to become a neighborhood greenway in the bicycle master plan. Currently, crossing NE 55th street is dangerous due to poor sight lines, and very few cars yield.	This project would benefit pedestrians trying to access businesses on 55th st, people walking between Ravenna and the University Village/Blakeley Village area, and people on bicycles using the 25th ave valley and Burke Gilman trail for commuting, shopping or recreation.	Ravenna	SDOT
18-453	Signage Improvements on 40th ave from sand point North to 80th NE	Remove distractions too many signs	40th ave from sand point North to 80th NE	Too many city/DOT sponsored signs/clutter	Remove "vision zero" visual pollution distractions signage at intersections. Along sidewalk One side of the street and other	Bryant	SDOT
18-433	Crossing Improvements at NE Northlake Way and 6th Ave NE	Improve pedestrian crossings at NE Northlake Way and 6th Ave NE- connect crosswalks with sidewalks or other protected crossing	NE Northlake Way and 6th Ave NE stop lights	This intersection is a nightmare for pedestrians. Crossings dump pedestrians out without sidewalks or safe places to stand. Improve crossings would help connect U District with East Wallingford. Burke Gilman is nearby but if you want to go from bus stop at 7 Ave NE to lvars, you have go far out of your way.	pedestrians, bus riders, people with disabilities, parents with kids	Wallingford/U District	SDOT